

AMENDATORY SECTION (Amending WSR 00-01-187, filed 12/22/99, effective 2/8/00)

WAC 296-150C-0020 What definitions apply to this chapter?

"Alteration" is the replacement, addition, modification, or removal of any equipment or installation that affects the construction, fire and life safety, or the plumbing, mechanical, and electrical systems of a commercial coach.

The following are not considered alterations:

- ✎ Repairs with approved parts;
- ✎ Modification of a fuel-burning appliance according to the listing agency's specifications; or
- ✎ Adjustment and maintenance of equipment.

"Approved" is approved by the department of labor and industries.

"Building site" is a tract, parcel, or subdivision of land on which a commercial coach will be installed.

"Consumer" is a person or organization, excluding a manufacturer or dealer of commercial coaches, who buys or leases a commercial coach.

"Commercial coach" is a structure (referred to as a unit) that:

- ✎ Can be transported in one or more sections;
- ✎ Is used for temporary commercial purposes;
- ✎ Is built on a permanent chassis;
- ✎ Conforms to the construction standards of this chapter;
- ✎ May include plumbing, mechanical, electrical and other systems.

Note: A commercial coach may not be used as a single-family dwelling or hazardous storage building. A commercial coach does not have to be placed on a permanent foundation.

"Damaged in transit" means damage that affects the integrity of a structural design or any of the systems.

"Dealer" is a person, company, or corporation whose business is leasing, selling, offering for lease or sale, buying, or trading commercial coaches.

"Department" is the department of labor and industries. The department may be referred to as "we" or "us" in this chapter. Note: You may contact us at: Department of Labor and Industries, Specialty Compliance, PO Box 44440, Olympia, WA 98504-4440.

"Design plan" is a plan for the construction or alteration of a commercial coach or conversion of a vehicle to a commercial coach including floor plans, elevation drawings, specifications,

engineering data, or test results necessary for a complete evaluation of the design.

"Design option" is a design that a manufacturer may use as an option to its commercial coach design plan.

"Equipment" is all material, appliances, devices, fixtures, fittings, or accessories used in the manufacture, assembly, conversion to, or alteration of a commercial coach.

"Factory assembled structure (FAS) advisory board" is a board authorized to advise the director of the department regarding the issues and adoption of rules relating to commercial coaches. (See RCW 43.22.420.)

"Insignia" is a label that we attach to a commercial coach to verify that the structure meets the requirements of this chapter and the applicable codes.

"Install" is to erect, construct, assemble, or set a commercial coach in place.

"Labeled" is to bear the department's insignia.

"Listed" is a piece of equipment or apparatus that has been approved by a testing agency to the appropriate standard.

"Local enforcement agency" is an agency of city or county government with power to enforce local regulations governing the installation of a commercial coach.

"Master design plan" is a design plan that expires when a new state building code has been adopted.

"One-year design plan" is a design plan that expires one year after approval or when a new state building code has been adopted.

"System" is part of a commercial coach designed to serve a particular function. Examples include structural, plumbing, electrical, or mechanical systems.

AMENDATORY SECTION (Amending WSR 02-12-022, filed 5/28/02, effective 6/28/02)

WAC 296-150C-0800 What manufacturing codes apply to commercial coaches? (1) All design, construction, and installations of commercial coaches must conform with the following codes and the requirements of this chapter:

(a) The latest adopted version of the Washington State Ventilation and Indoor Air Quality Code, as adopted by chapter 51-13 WAC;

(b) The structural and other requirements of this chapter;

(c) Occupancy classification only from chapter 3 of The ((Uniform)) International Building Code, ((1997)) 2003 edition as adopted and amended by chapter ((51-40)) 51-50 WAC, except

commercial coaches must not be group H or R-3 occupancy;

(d) Accessibility requirements of chapter 11 of The ((Uniform)) International Building Code, ((1997)) 2003 edition as adopted and amended by chapter ((51-40)) 51-50 WAC;

(e) ((Table 16-A)) Section 1607 Uniform and concentrated floor loads and footnotes of The ((Uniform)) International Building Code, ((1997)) 2003 edition as adopted and amended by chapter ((51-40)) 51-50 WAC;

(f) The ((Uniform)) International Mechanical Code, ((1997)) 2003 edition as adopted and amended by chapter ((51-42)) 51-52 WAC except when conflicting with the provisions of this chapter, this chapter controls;

(g) The National Electrical Code as referenced in chapter 19.28 RCW and chapter ((296-46A)) 296-46B WAC;

(h) The latest adopted version of the Washington State Energy Code, as adopted according to chapter 19.27A RCW;

(i) The Uniform Plumbing Code, as adopted and amended according to chapter 19.27 RCW;

(j) Where there is a conflict between codes, an earlier named code takes precedent over a later named code. Where, in any specific case, different sections of this code specify different materials, methods of construction or other requirements, the most restrictive governs. Where there is a conflict between a general requirement and a special requirement, the specific requirement must be applicable.

(2) All construction methods and installations must use accepted engineering practices, provide minimum health and safety to the occupants of commercial coaches and the public, and demonstrate journeyman quality of work of the various trades.

(3) Requirements for any size, weight, or quality of material modified by the terms "minimum," "not less than," "at least," and similar expressions are minimum standards. The manufacturer may exceed these rules provided the deviation does not result in inferior installation or defeat the purpose and intent of this chapter.

Note: The codes, RCW's and WAC's referenced in this rule are available to view at the Washington State Library, the Washington State Law Library, and may also be available at your local library.

AMENDATORY SECTION (Amending WSR 00-17-148, filed 8/22/00, effective 9/30/00)

WAC 296-150C-0910 Minimum uniform and concentrated live loads. See use or occupancy of the ((1997)) 2003 edition of The ((Uniform)) International Building Code for group occupancy loads.

AMENDATORY SECTION (Amending WSR 99-13-010, filed 6/4/99, effective 7/5/99)

WAC 296-150C-1080 What design and construction requirements apply to a commercial coach chassis? Each commercial coach chassis must be designed and constructed to be capable of:

(1) Effectively sustaining the design loads consisting of the dead load plus five PSF load on the floor and the superimposed dynamic load resulting from highway movement, in no case shall the dynamic load be required to exceed twice the dead load; and

(2) Accepting the shock and vibration from the roadway and towing vehicle through the use of adequate running gear assemblies.

(3) In the set up mode, the commercial coach must be designed to accommodate ((a fifty PSF floor load)) the design live floor load established in WAC 296-150C-0800(e).

AMENDATORY SECTION (Amending WSR 96-21-146, filed 10/23/96, effective 11/25/96)

WAC 296-150C-1150 Hallways. (1) Hallways in structures required to meet accessibility standards must have a minimum horizontal dimension that conforms to accessibility standards set by the Washington state Uniform Building Code standards set in the accessibility standard in WAC 296-150C-0800(d).

(2) Hallways in nonaccessible construction site trailers must have a minimum horizontal dimension of 32 inches.

AMENDATORY SECTION (Amending WSR 00-17-148, filed 8/22/00, effective 9/30/00)

WAC 296-150C-1175 Glass and glazed openings. The provisions of this section shall apply to the installation of glass or glazed openings, including hazardous locations.

(1) Standards. Standards for material shall meet (~~UBC Standard 24-1 for flat glass and UBC Standard 24-2 for safety glazing~~) International Building Code Section 2406.1.

(2) Identification. Flat glass shall bear the manufacturer's label designating the type and thickness of glass. Safety glazing shall have the manufacturer's identification etched or ceramic fired on the glass and be visible when the unit is glazed.

(3) Wind loads. Exterior glass and glazing shall be capable of withstanding a wind pressure of 20 pounds per square foot.

(4) Hazardous locations. The following shall be considered specific hazardous locations for the purposes of glazing:

(a) Glazing in ingress and egress doors;

(b) Glazing in fixed and sliding panels of sliding door assemblies and panels in swinging doors other than wardrobe doors;

(c) Glazing in storm doors;

(d) Glazing in fixed or operable panels adjacent to a door where the nearest exposed edge of the glazing is within a 24-inch arc of either vertical edge of the door in a closed position;

(e) Glazing in a fixed or operable panel, other than locations in (d) of this subsection, that meets all of the following conditions:

(i) Exposed area of an individual pane greater than 9 square feet.

(ii) Exposed bottom edge less than 18 inches above the floor;

(f) Shower doors and tub enclosures.

AMENDATORY SECTION (Amending WSR 96-21-146, filed 10/23/96, effective 11/25/96)

WAC 296-150C-1180 Commercial coach exits. When applicable, a commercial coach must comply with ((Uniform)) International Building Code, Chapter 11 Accessibility and with the following requirements:

(1) Commercial coaches must have at least two exterior doors that are remote from each other. Remote means that in:

(a) Single-wide units the doors may not be less than twelve feet apart; and

(b) Multiwide units the doors may not be less than twenty feet apart, center to center from each other measured in a straight line direction regardless of the length of travel between doors.

Exception: A commercial coach that is twenty-four feet long or less needs only one exit door, unless it has a dormitory sleeping area.

(2) Exterior doors must be constructed for exterior use. Exterior doors must provide at least a thirty-five inch wide by seventy-nine inch high clear opening (36" x 80" door). Each swinging exterior door must have a key-operated lock that has a deadlock latch. A deadlock with a passage set installed below the deadlock may be used as an acceptable alternate for each exterior door. The locking mechanism must be engaged or disengaged by the use of a lever or other device from the interior of the commercial coach. Locks must not require the use of a key for operation from the inside.

(3) Every room designed for dormitory sleeping, unless it has an exterior exit door, must have at least one window which can be opened from the inside without using tools. This window must provide a clear opening of at least twenty-two inches in its smallest dimension and five square feet in area with the bottom of the opening not more than three feet above the floor. If a screen or storm window is used it must be readily removable without using tools.

AMENDATORY SECTION (Amending WSR 96-21-146, filed 10/23/96, effective 11/25/96)

WAC 296-150C-1510 Air ducts--Expandable or multiple commercial coach connections. In addition to the requirements of the ((Uniform)) International Mechanical Code and the Washington State Energy Code air ducts for:

(1) An expandable or multiple commercial coach may have ducts of the heating system installed in the various units. The points of connection must be so designed and constructed that when the commercial coach is fully expanded or coupled, the resulting duct joint will conform to the requirements of this chapter.

(2) Installation instructions for supporting the crossover duct from the commercial coach must be provided for on-site installation. The duct must not touch the ground.

AMENDATORY SECTION (Amending WSR 96-21-146, filed 10/23/96, effective 11/25/96)

WAC 296-150C-1520 Air ducts--Duct and plenum insulation. Every heating and cooling duct and plenum must be installed according to the ((Uniform)) International Mechanical Code and the Washington State Energy Code.

AMENDATORY SECTION (Amending WSR 04-12-048, filed 5/28/04, effective 6/30/04)

WAC 296-150C-3000 Commercial coach fees.

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| INITIAL FILING FEE | \$31.40 |
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| DESIGN PLAN FEES: | |
| INITIAL FEE - MASTER DESIGN | \$216.30 |
| INITIAL FEE - ONE YEAR DESIGN | \$88.60 |

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| RENEWAL FEE | \$37.50 |
| RESUBMIT FEE | \$63.20 |
| ADDENDUM (Approval expires on same date as original plan) | \$63.20 |
| ELECTRONIC PLAN SUBMITTAL FEE \$4.80 per page for the first set of plans and \$0.30 per page for each additional set of plans. These fees are in addition to any applicable design plan fees required under this section. | |
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| ELECTRICAL PLAN REVIEW (When required by chapter 296-46B WAC. Plan review | |
| for educational, institutional or health care facilities and other buildings) | |
| Electrical Plan submission fee | \$63.20 |
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| Service/feeder Ampacity: | |
| 0 - 100 | \$28.00 |
| 101 - 200 | \$34.90 |
| 201 - 400 | \$65.50 |
| 401 - 600 | \$77.20 |
| 601 - 800 | \$99.50 |
| 801 - 1000 | \$121.80 |
| Over 1000 | \$132.10 |
| | |
| Over 600 volts surcharge | \$20.90 |
| | |
| Thermostats: | |
| First | \$12.40 |
| Each additional | \$3.00 |
| | |
| Low voltage fire alarm and burglar alarm: | |
| Each control panel and up to four circuits or zones | \$11.30 |
| Each additional circuit or zone | \$2.00 |
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| Generators, refer to appropriate service/feeder ampacity fees | |
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| <i>Note: Altered services or feeders shall be charged the above rate per the service/feeder ampacity fees.</i> | |

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| Supplemental submissions of plans (resubmittals, addendums, renewals, code updates, etc.) shall be charged per hour or fraction of an hour* | \$74.90 |
| <u>ELECTRICAL COMMERCIAL/INDUSTRIAL</u> | |
| Electrical Service/feeders Ampacity | 201 plus |
| Service/feeder | \$184.30 |
| Additional Feeder | \$35.00 |
| <u>ELECTRICAL MULTIFAMILY RESIDENTIAL</u> | |
| Electrical Service/feeders | 201 plus |
| Service/feeder | \$97.80 |
| Additional Feeder | \$25.00 |
| MEDICAL GAS PLAN REVIEW: | |
| SUBMISSION FEE | \$60.60 |
| FIRST STATION | \$60.60 |
| EACH ADDITIONAL STATION | \$22.20 |
| RECIPROCAL PLAN REVIEW: | |
| INITIAL FEE - MASTER DESIGN | \$96.40 |
| INITIAL FEE - ONE YEAR DESIGN | \$58.40 |
| RENEWAL FEE | \$58.40 |
| ADDENDUM | \$58.40 |
| PLANS APPROVED BY PROFESSIONALS | \$44.00 |
| APPROVAL OF EACH SET OF DESIGN PLANS BEYOND FIRST TWO SETS | \$11.90 |
| DEPARTMENT INSPECTION FEES | |
| INSPECTION/REINSPECTION (Per hour* plus travel time* and mileage**) | \$63.20 |
| TRAVEL (Per hour) | \$63.20 |

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| PER DIEM** | |
| HOTEL*** | |
| MILEAGE** | |
| RENTAL CAR*** | |
| PARKING*** | |
| AIRFARE*** | |
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| DEPARTMENT AUDIT FEES: | |
| AUDIT (Per hour*) | \$63.20 |
| TRAVEL (Per hour*) | \$63.20 |
| PER DIEM** | |
| HOTEL*** | |
| MILEAGE** | |
| RENTAL CAR*** | |
| PARKING*** | |
| AIRFARE*** | |
| ALTERATION INSPECTION (One hour plus insignia alteration fee) | \$94.60 |
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| INSIGNIA FEES: | |
| FIRST SECTION | \$19.20 |
| EACH ADDITIONAL SECTION | \$11.90 |
| ALTERATION | \$31.40 |
| REISSUED-LOST/DAMAGED | \$11.90 |
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| OTHER FEES: | |
| FIELD TECHNICAL SERVICE (Per hour* plus travel time* and mileage**) | \$63.20 |
| PUBLICATION PRINTING AND DISTRIBUTION OF RCW'S AND WAC'S (One free copy per year upon request) | \$11.90 |
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| * Minimum charge of 1 hour; time spent greater than 1 hour is charged in 1/2 hour increments | |
| ** Per state guidelines | |
| *** Actual charges incurred | |